FIRE MARSHAL

Duties and Responsibilities

- All ships shall have a designated FM to assist the Engineer
- The FM will aid the DCA in the training of personnel in fire prevention and fighting of fires

Fire Marshal Qualifications

- The Fire Marshal shall be a qualified DCTT member to ensure consistency of inspections

Duties

The Fire marshal should conduct a daily inspection throughout the ship paying particular attention to:

- House keeping

  -Trash Receptacles (covered)

  -Storeroom stowage

  -Proper stowage of flam liquids

  -Safe stowage of HM/HW

- Fire fighting equipment (AFFF, Halon, Fixed CO_2, and APC).

  -Missing items

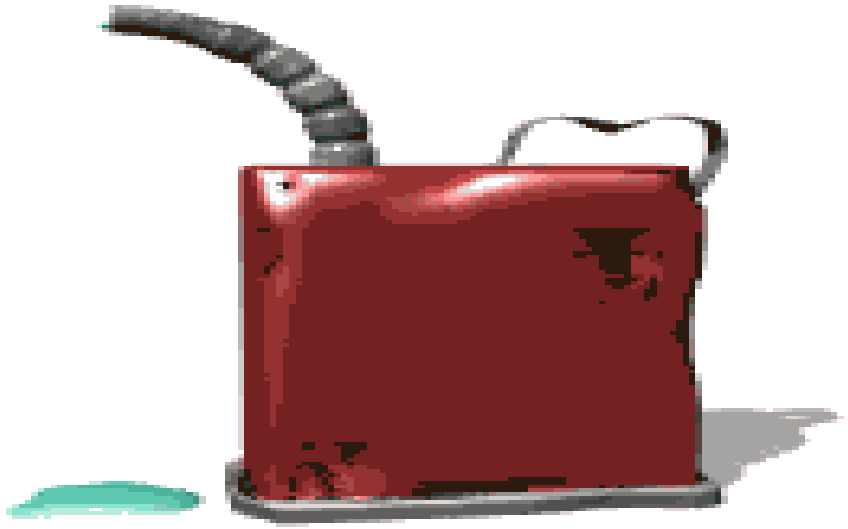
  -Completeness of station

  -Conditions of hoses, wrenches and nozzles
- Safety Precautions

  -Properly posted and updated

  -Complete

- Flam Liquids
  -Proper stowage
  -Adequate protection
- Smoking
  -Regulations posted and enforced
- Welding and Burning
  -Gas free/hot work certifica posted (date and time)
  -Qualified fire watches and assigned
  -Welding leads properly rigged and protected
  -Adequate ventilation



- Stowage of compressed gas

  -Tight connections/proper covers and caps

  -Properly secured
- Fume tight/Explosive Proof light caps

  -Installed with proper gasket

  -Properly situated and adequate
- Grease filters and traps (Gaylord Hoods)

  -Clean with cleaning schedule posted

Gaylord hoods that are not clean are a fire waiting to happen.

- Ventilation/Air conditioning ducts flam stowage ventilation

  -Ducts clean

  -Inspection covers in place

  -Air flow indicators operative
- Material Condition

  -Properly set to resist fire and flooding being able to spread.

- The Fire Marshal will submit reports citing fire hazards and make recommendations for correction. Immediate steps should be taken to eliminate hazards resulting from poor housekeeping, hot work, smoking and equipment deficiencies.
- The Fire Marshal is overall in charge of the scene until relieved by GQ scene leader.

Looking for Fire Hazard? Look no further.

New eyes new discrepancies

- Paint on the Gasket

-When a space is painted out personnel need to go back thru the space and check for things like this.

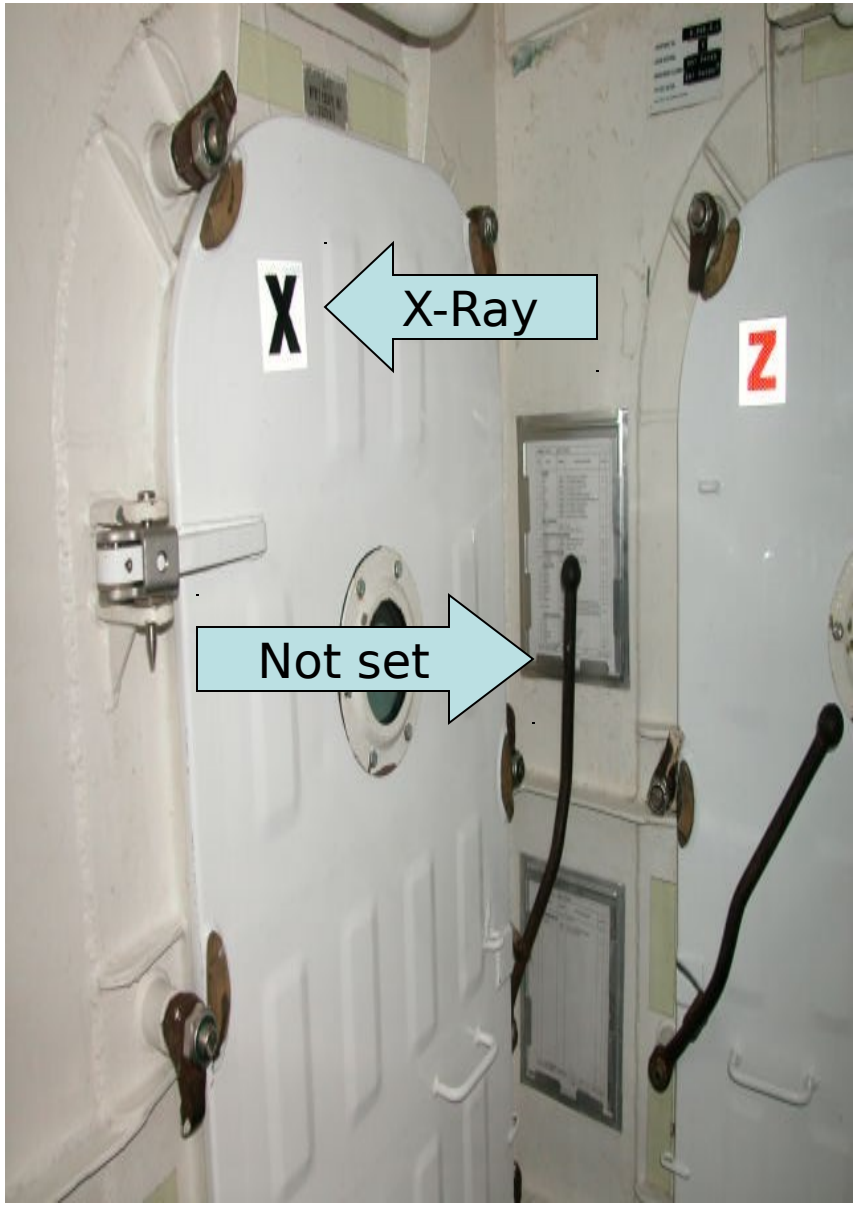
Paint on Wedges

Classification plate painted over or covered with tape

- This CO_2 bottle is missing its PMS tag. The tag is laying in the angle iron unattached.
- Also look for broken tamper seals and loose discharge hoses

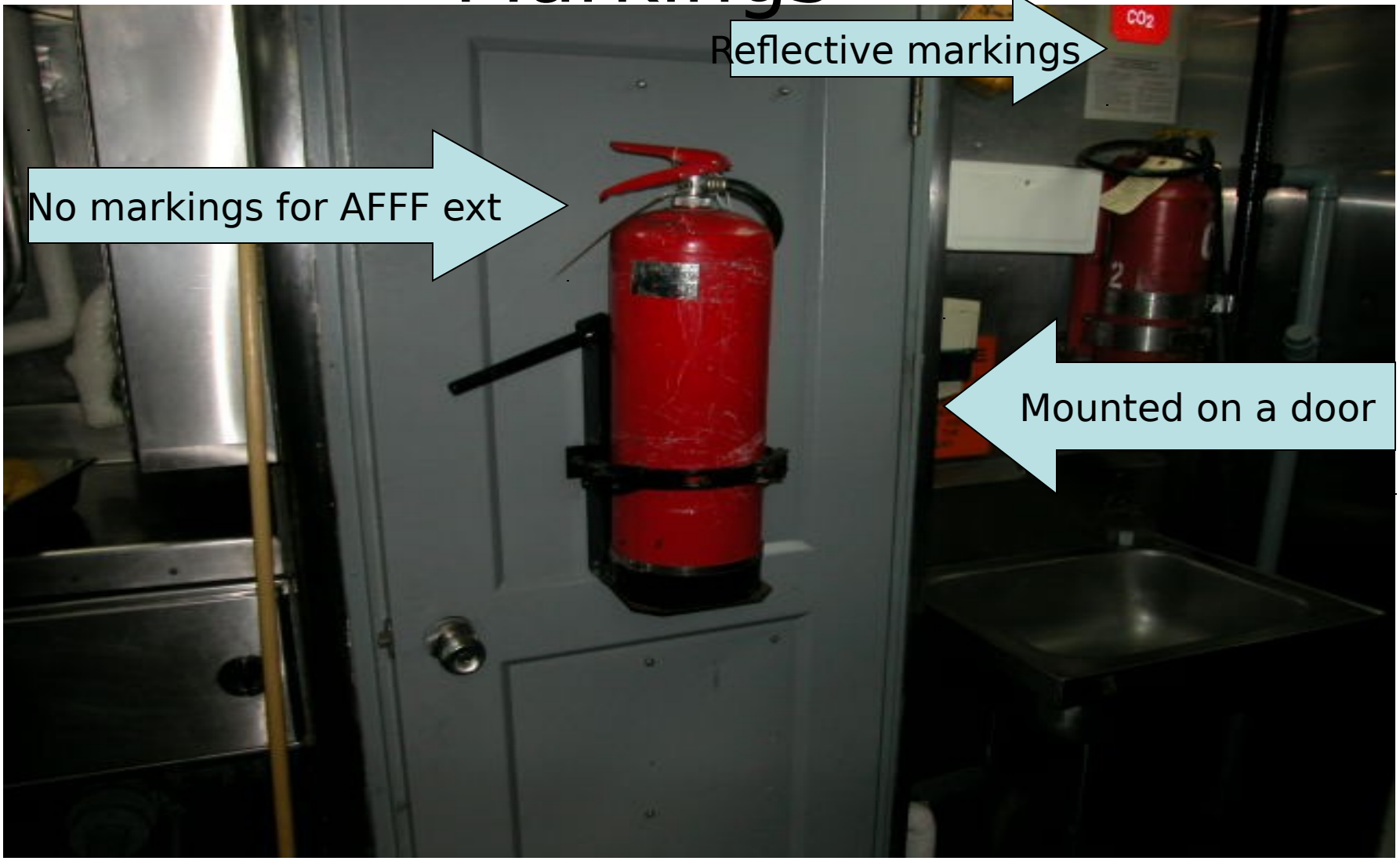
Corrosion

- Bottles stowed on or near the weather decks need to be rotated often or covered to avoid corrosion.

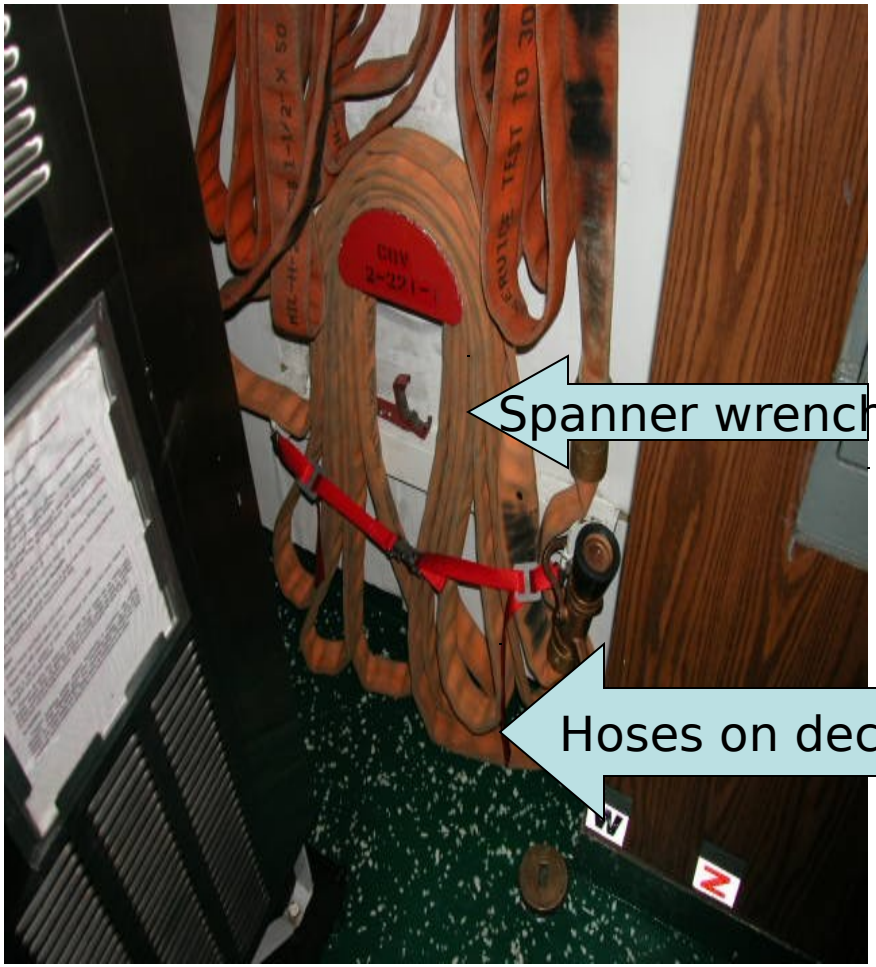


- Fittings open in violation of prescribed material condition.
- When you find a door or hatch open like this check the closure log to ensure that it is not logged open prior to adding it to your discrepancy list.

Missing Retroreflective Markings



Improperly Stowed Fire Station



- Fire hoses touching the deck and spanner wrenches not in correct bracket
- When hose rub against the deck holes can be worn through them.

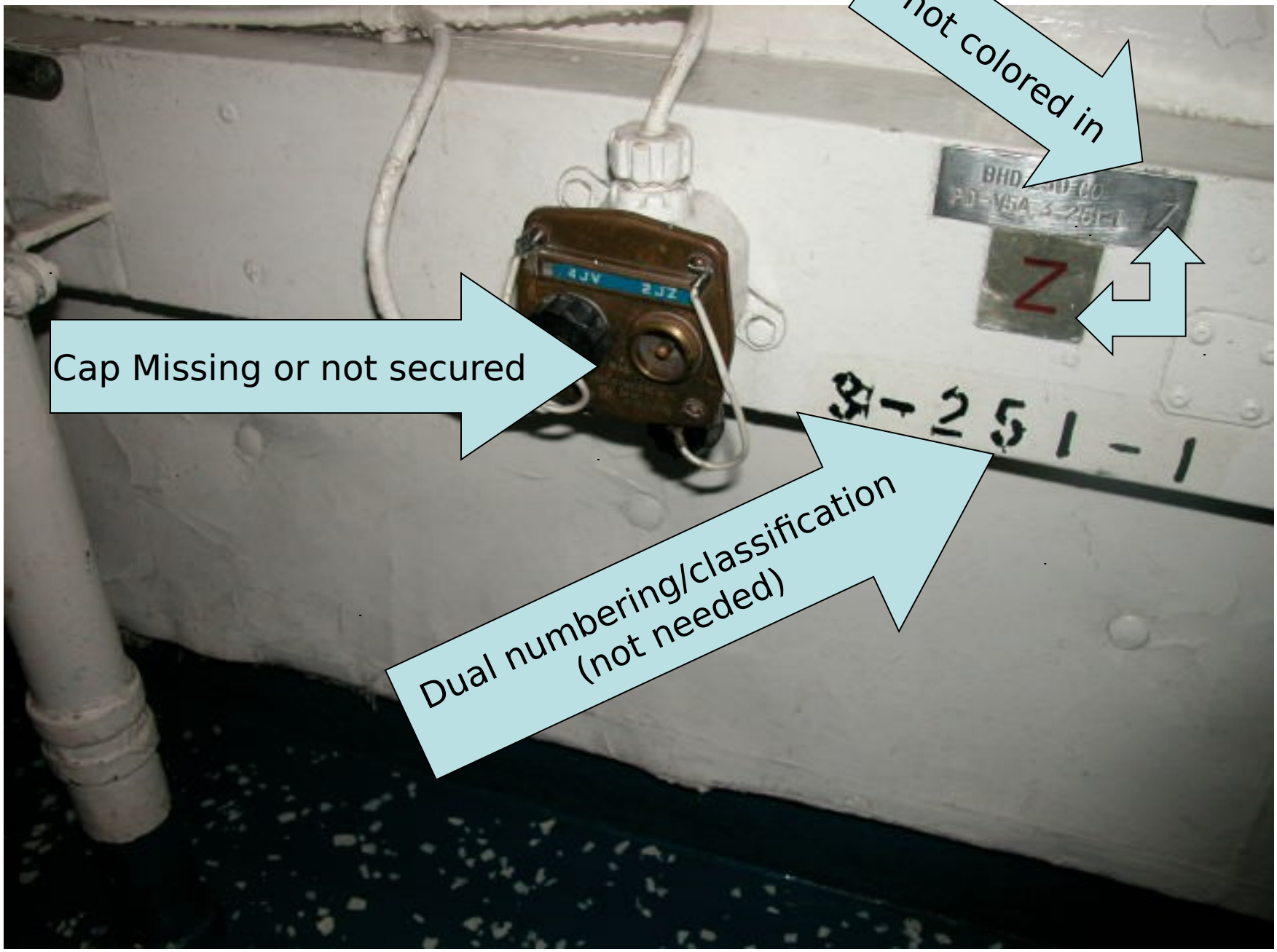
Deck Drain Screws Missing

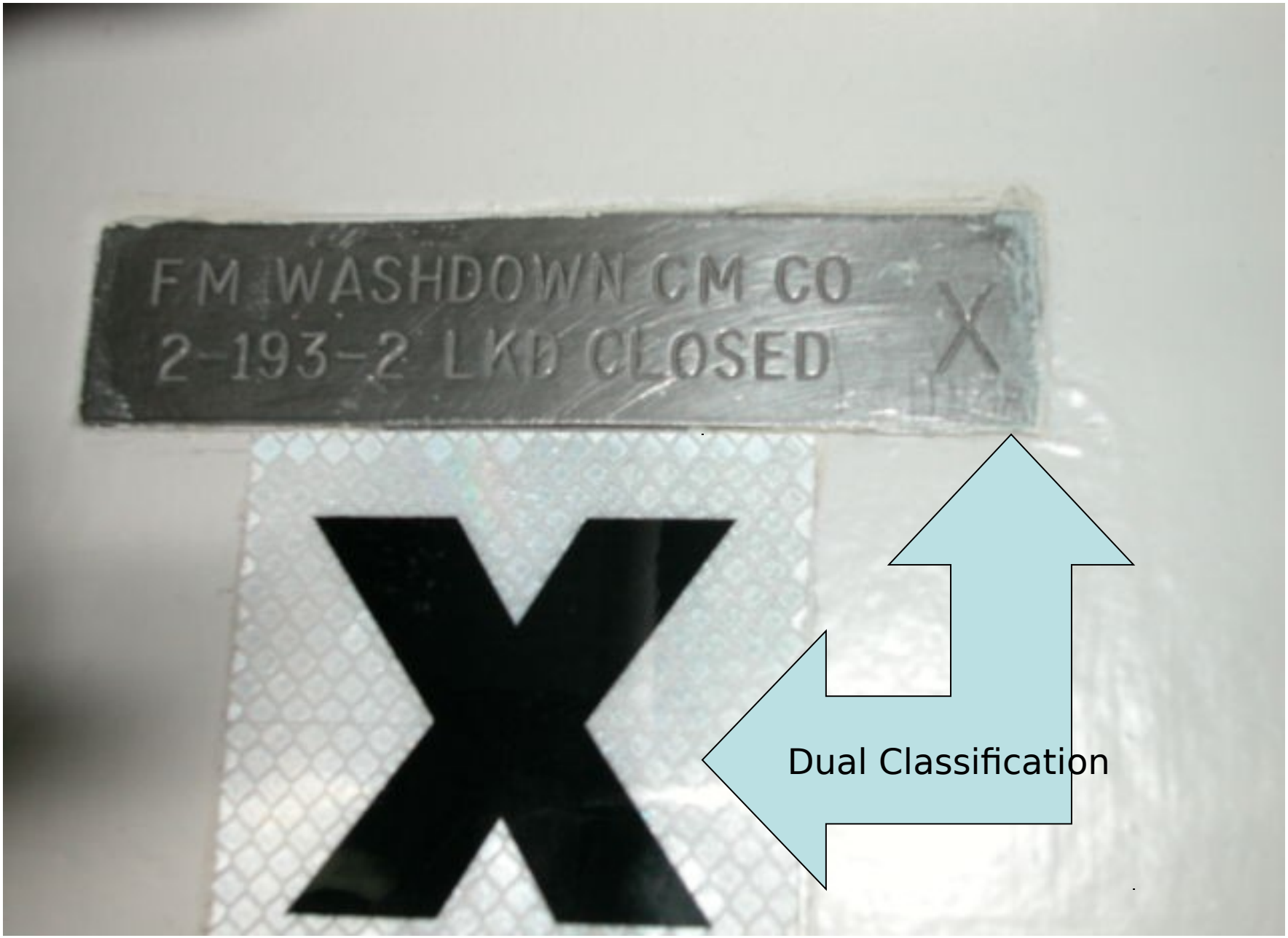
- Although this deck drain is not classified it is still a discrepancy.
- If the screw is stripped out the have the responsible work center add a job in SNAP and log it as INOP in the OOC log.

Broken DC Gear is almost like not having it at all.

Hoses stowed improperly

- Faked spare hoses need to be stowed with the female on the outside protecting the threads IAW MRC.

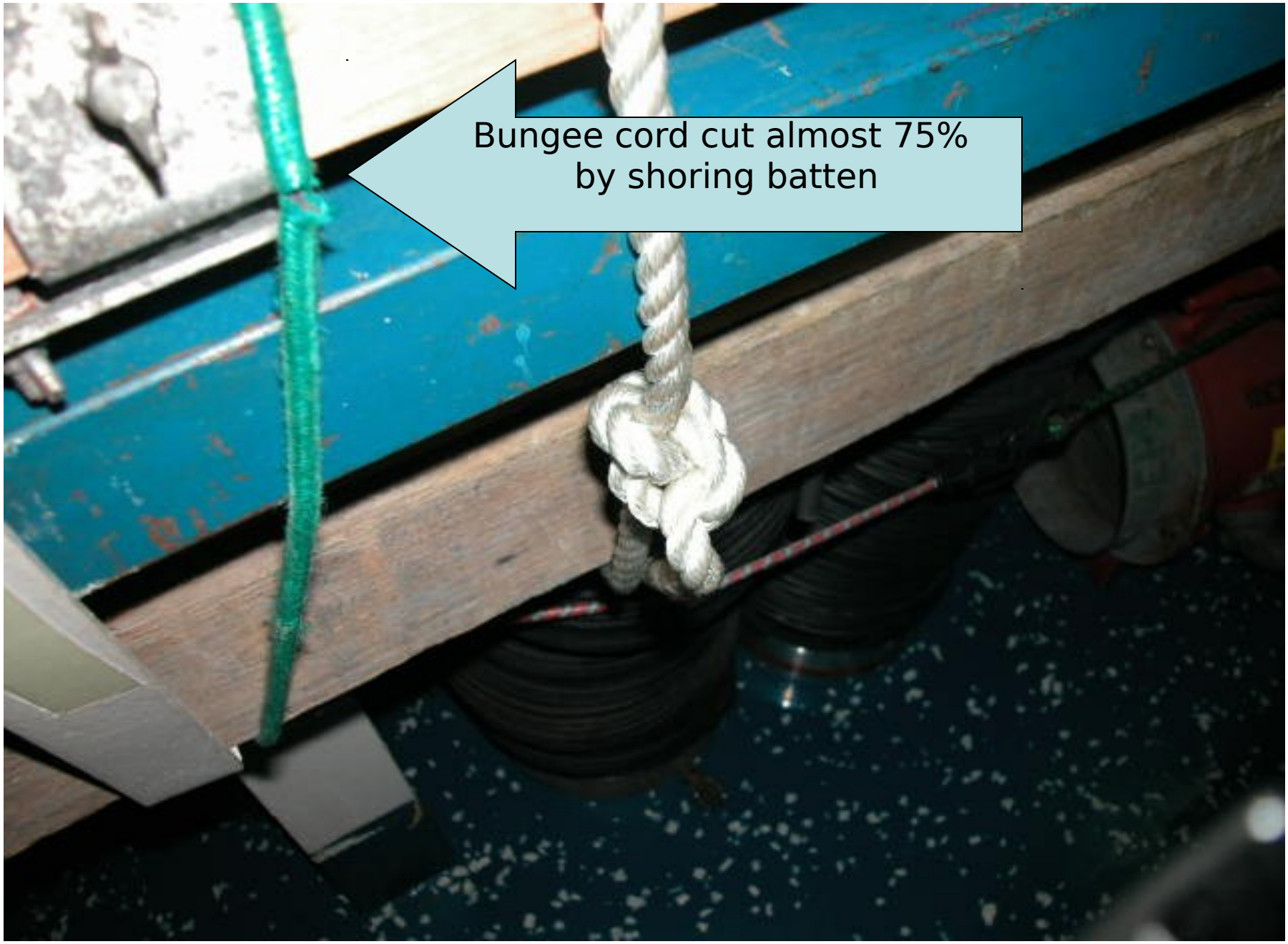

Z not colored in
Cap Missing or not secured
Dual numbering/classification
(not needed)
Z
8-251-1


FM WASHDOWN CM CO
2-193-2 LKD CLOSED
X
X
Dual Classification

Casualty Power Wrench missing

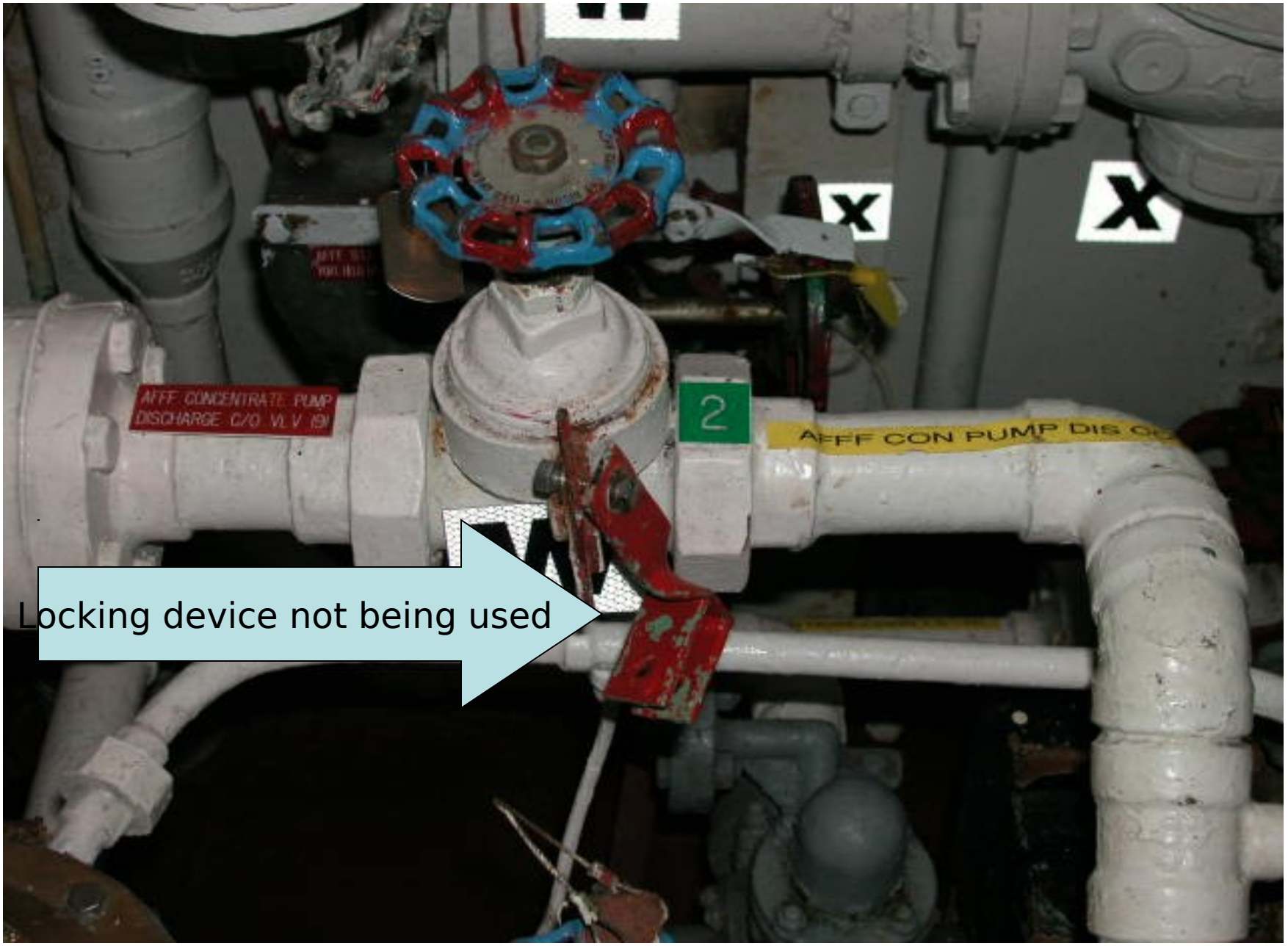
Improperly stowed DC gear.
Not properly secured

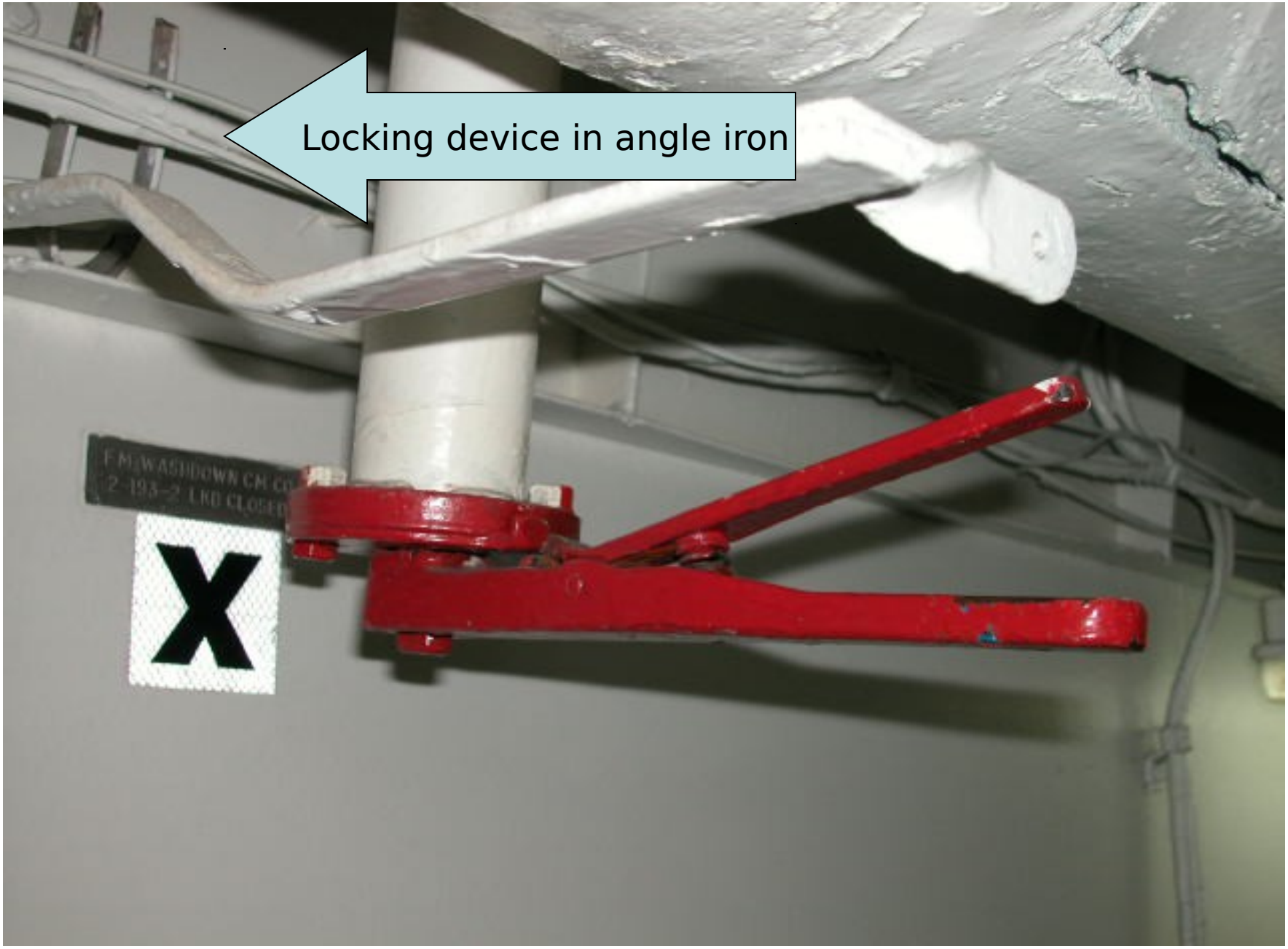
What kind of stowage rack is this?
Is it properly secured?

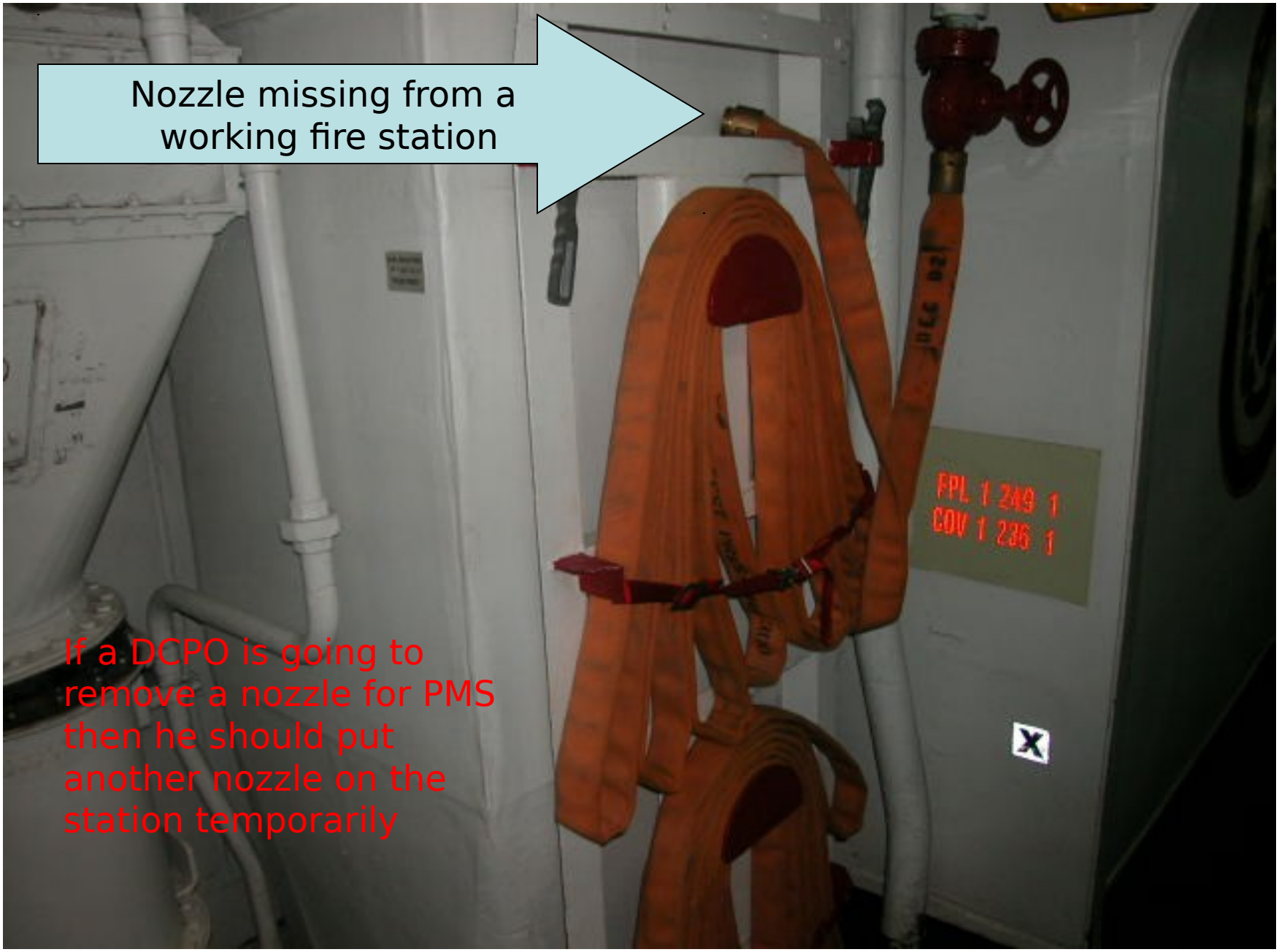

Bungee cord cut almost 75%
by shoring batten

Door not classified

Tamper seal not properly
secured IAW MRC


AFFF CONCENTRATE PUMP
DISCHARGE C/O VLV (9)
2
AFFF CON PUMP DIS
Locking device not being used


Locking device in angle iron
X


Nozzle missing from a working fire station
If a DCPO is going to remove a nozzle for PMS then he should put another nozzle on the station temporarily

Missing hose

Improperly Stowed Hazmat

Here is an electrical cord running out of a personal locker with no elect safety tag

DC Closure Log

What do I as a Fire Marshal have to do with the DC Closure log???

- All ships are required to prepare, maintain and instruct personnel in the use of the DC closure log.
- Fittings opened in violation of any prescribed material condition must be noted in the closure log and be quickly secured in the event of an emergency

- Information that shall accompany the fittings logged open is:

  -Name, rate and division of personnel requesting violation.

  -Type of fitting (WTD, WTH, QAWTS)

  -DC number of fitting (2-183-2)

  -Classification of fitting (X, Y & Z)

  -Date and time fittings are opened/closed

  -Estimated time to be open or closed

  -Signature of person granting permission

- The closure log is normally maintained in DC Centeral.

- The CO shall designate in writing the max number of fittings authorized to be open in violation of material condition ordered.

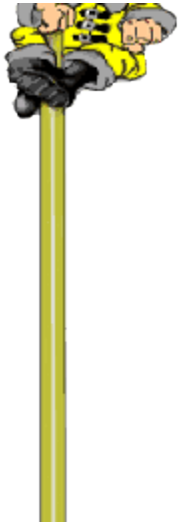
  -this may be set up into zones to allow more fittings to be open at one time

- A listing of all OOC fittings shall be maintained as part of the closure log.
- Fittings so listed do not need to be logged each time the ships material condition is checked.
- The DCA shall review the OOC log frequently and bring to the attention of the CHENG and XO and long standing or serious inop fittings.

- The proper setting of prescribed material condition shall be checked each morning and evening (normally prior to the start and at the end of the working day)
- An entry shall be made in the closure log reflecting the results of that check.
- Modifications to the prescribed material condition shall be logged
- Estimated time open may not exceed 24 hours. If it needs to remain open then log closed on old sheet and log open on new.
- Violate X, Y or Z and you could be up for a UCMJ award

- Read your own ship’s instruction and become familiar with it.

Summary and Review



QUESTIONS?????